

Proposed Restricted Roads (20mph Limit) (Scotland) Bill

Page 2: About you

Are you responding as an individual or on behalf of an organisation?

an individual

Which of the following best describes you? (If you are a professional or academic, but not in a subject relevant to the consultation, please choose "Member of the public".)

Member of the public

Please select the category which best describes your organisation

No Response

Please choose one of the following; if you choose the first option, please provide your name or the name of your organisation as you wish it to be published.

I would like this response to be anonymous (the response may be published, but no name)

Please insert your name or the name of your organisation. If you choose the first option above, this should be the name as you wish it to be published. If you choose the second or third option, a name is still required, but it will not be published.

Please provide details of a way in which we can contact you if there are queries regarding your response. Email is preferred but you can also provide a postal address or phone number. We will not publish these details.

Page 7: Your views on the proposal

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Fully Supportive

Q1. Which of the following best expresses your view of the proposal to replace the current 30mph default speed limit on restricted roads with a 20mph limit.

Please explain the reasons for your response

I am concerned about road safety, pollution and encouraging active travel. Slower cars make streets safer for pedestrians, and make walking on pavements more pleasant and therefore more of an attractive option. Slower cars also pollute less.

Q2. Could the aims of this proposal be better delivered in another way (without a Bill in the Scottish Parliament)?

No

Please explain the reasons for your response

If the issue is left to local authorities, there will be a piecemeal approach across the country. A nationwide speed limit would bring more consistency and be less confusing for drivers, which would mean that drivers would be more likely to stay within the speed limit.

Q3. What do you think would be the main advantages, if any, of the proposal?

1. Increased safety for pedestrians and cyclists.
2. An increase in active travel, as a result of a less frightening road environment.
3. A decrease in pollution.

Q4. What do you think would be the main disadvantages, if any, of the proposal?

20mph is still too fast for many urban and residential roads, where the maximum should be 10mph.

Q5. What other measures do you think would be needed to maximise compliance with the new national 20mph speed limit on restricted roads, for example in relation to advertising signage and police enforcement.

Some road redesign would be useful, along the lines of the staggered gates that are found on cycle paths, which force cyclist to decrease speed by making them wiggle through two barriers (one coming in from the left followed by one coming in from the right).

Cars should be required to have an external display that clearly shows how fast they are travelling -- as a minimum, a digital screen attached inside the windscreen or the rear window, with figures large enough for police to read.

Q6. Taking account of both costs and potential savings, what financial impact would you expect the proposed Bill to have?

	Significant increase in cost	Some increase in cost	Broadly cost-neutral	Some reduction in cost	Significant reduction in cost	Unsure
Scottish Government			X			
Local Authorities		X				
Motorists			X			
Other			X			
Police Scotland						

Please explain the reasons for your response

The basic application of the bill simply sends a message to motorists that they should drive at less than 20mph. There would need to be some signage and road painting, which would cost the councils some money.

Q7. Do you believe there will be any other benefits to reducing the speed limit from 30mph to 20mph?

People who live outside cities might feel more inclined to use public transport to get into the city, as the decrease in speed from the motorways and main roads outside the city to the 20mph zones would make driving in the city less attractive, because, even though 20mph is fairly fast, it feels incredibly slow to someone who has just been driving at 60mph for any length of time.

Page 14: Equalities

Q8. What overall impact is the proposed Bill likely to have on the following protected groups (under the Equality Act 2010): race, disability, sex, gender re-assignment, age, religion and belief, sexual orientation, marriage and civil partnership, pregnancy and maternity?

Neutral (neither positive nor negative)

Q9. Could any negative impact of the proposed Bill on any of these protected groups be minimised or avoided?

No Response

Page 16: Sustainability of the proposal

Q10. Do you consider that the proposed Bill can be delivered sustainably i.e. without having likely future disproportionate economic, social and/or environmental impact?

Yes

Please explain the reasons for your response:

If anything, it will have a positive economic impact due to improvements in traffic flow and a reduction in costs to the NHS due to an increase in active travel.

Page 17: General

Q11. Do you have any other comments or suggestions on the proposal to establish a 20mph default speed limit on restricted roads?

Many urban and residential roads should have a 10mph speed limit.